

-
- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
-

AGENDA

Plans and Programs Policy Committee

January 17, 2007, 12:00 p.m.

Location:

SANBAG Offices
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410
The Super Chief Room

Plans and Programs Committee Membership

Chair

Paul Eaton, Mayor
City of Montclair

Vice Chair

Mark Nuaimi, Mayor
City of Fontana

East Valley Representatives

Bea Cortes, Mayor Pro Tem
City of Grand Terrace

Richard Riddell, Mayor
City of Yucaipa

Larry McCallon, Council Member
City of Highland

West Valley Representatives

Diane Williams, Mayor Pro Tem
Rancho Cucamonga

Mountain/Desert Representatives

Kevin Cole, Mayor
Twentynine Palms

Rick Roelle, Mayor
Town of Apple Valley

Vacant
(James Lindley – past member)

San Bernardino County

Vacant, Supervisor

Paul Biane, Supervisor

Dennis Hansberger, Supervisor

Josie Gonzalez, Supervisor

Gary Ovitt, Supervisor

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

The San Bernardino County Transportation Commission, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

The San Bernardino County Transportation Authority, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.

The Service Authority for Freeway Emergencies, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.

The Congestion Management Agency, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.

As a Subregional Planning Agency, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency

Plans and Programs Policy Committee

January 17, 2007

12:00 p.m.

LOCATION:

**San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor, San Bernardino
The Super Chief Room**

CALL TO ORDER - 12:00 p.m.
(Meeting chaired by Mayor Paul Eaton)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications

1. Possible Conflict of Interest Issues for the SANBAG Plans and Programs Meeting of January 17, 2007 Pg. 5

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Member abstentions shall be stated and recorded on the appropriate item in the minute summary for each month.

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

2. Plans and Programs Attendance Roster

Pg. 6

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Notes/Action

Discussion Calendar

Regional and Quality of Life Programs

3. **Resolution in Support of a South Coast Air Quality Air Management District (SCAQMD) and South Coast Air Quality Management Plan Focus on Reduction of Mobile Source Emissions Within the Regulatory Authority of the California Air Resources Board (CARB) and the United States Environmental Protection Agency (USEPA)** Pg. 7

Approve Resolution No. 07-006 in Support of the South Coast Air Quality Management District Draft 2007 Air Quality Management Plan
Ty Schuiling

4. **Draft Project List and Survey for Multi-County Goods Movement Action Plan** Pg. 11

Receive information on the draft project list and survey Steve Smith

5. **Memorandum of Understanding (MOU) on Improvement of Transportation Facilities between SANBAG, RCTC, the County of Riverside, the County of San Bernardino, and the cities of Colton, Grand Terrace, Loma Linda, Moreno Valley, Redlands, Riverside, and San Bernardino (Contract #C07-180)** Pg. 24

Approve Execution of the Memorandum of Understanding (Contract #C07-180) on Improvement of Transportation Facilities Steve Smith

6. **Regional Housing Needs Assessment (RHNA)** Pg. 32

Receive report on testimony offered at the Southern California Association of Governments' (SCAG's) January 11, 2007 Public Hearing on the RHNA. Ty Schuiling

Subregional Transportation Planning & Programming Programs

7. **2006 State Transportation Improvement Program (STIP) Augmentation** Pg. 39

Provide comment on 2006 STIP Augmentation. Ty Schuiling

8. **Meeting Schedule for the Plans and Programs Policy Committee (PPC)** Pg. 46

Discuss and provide direction on PPC schedule options. Ty Schuiling

Program Support/Council of Governments**9. FY08 Federal Appropriations Process and Project Nominations Pg. 48**

Approve of a strategy and solicit projects for FY08 Federal Appropriations Process **Jennifer Franco**

Public Comments

Items under this heading will be referred to staff for further study, research, completion and/or future actions.

10. Additional Items from Committee Members**11. Brief Comments by General Public****12. Acronym List****Pg. 56****ADJOURNMENT**

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276 and ask for Joanne Cook.

**The next Plans and Programs Meeting
is February 21, 2006.**

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 1

Date: January 17, 2006

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board of Directors may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
N/A	N/A	N/A	N/A

Financial Impact: This item has no direct impact on the 2006/2007 Budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and policy committee members.

Responsibility Staff: Ty Schuiling, Director of Planning and Programming

Approved
Plans and Programs Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

AGENDA ITEM: 2

PLANS AND PROGRAMS POLICY COMMITTEE ATTENDANCE - 2007

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
EAST VALLEY												
Richard Riddell												
Bea Cortes												
Larry McCallon												
WEST VALLEY												
Paul Eaton Chair												
Mark Nuaimi												
Diane Williams												
MT/DESERT												
Kevin Cole												
Rick Roelle												
Vacant												
SAN BERNARDINO COUNTY												
Gary Ovitt												
Josie Gonzales												
Dennis Hansberger												
Paul Blane												
Vacant												

X - indicates member attended the meeting.
 Crossed out box indicates member was not on the committee as of that month.
 Empty box indicates committee members did not attend the meeting in that month.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

Date: January 17, 2007

Subject: Resolution in Support of a South Coast Air Quality Management District (SCAQMD) and South Coast Air Quality Management Plan Focus on Reduction of Mobile Source Emissions Within the Regulatory Authority of the California Air Resources Board (CARB) and the United States Environmental Protection Agency (USEPA)

Recommendation:* Approve Resolution No. 07-006 in Support of the South Coast Air Quality Management District Draft 2007 Air Quality Management Plan

Background: Following many years of increasingly stringent regulation by the SCAQMD and CARB of stationary sources of air pollution and emissions from consumer products, mobile source emissions now represent the largest share of the remaining emission inventory in the South Coast Air Basin, the area with the nation's worst air pollution. These emissions contribute heavily to the region's inability, thus far, to attain health-protective federal and state air quality standards for ozone and fine particulates, and are also the principal source of airborne carcinogens for which a federal standard has not been promulgated.

An analysis by the SCAQMD during preparation of the most recently adopted AQMP indicated that even then, the SCAQMD had enacted the regulations needed to achieve the level of emission reductions called for in earlier agreements with CARB and USEPA. All or nearly all of the shortfall in the emission

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Approved
Plans and Programs Policy Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

reductions needed to attain the federal health standards were a result of insufficient emission reductions from sources regulated by the state and federal governments. Even prior to 2000, when California led the nation in cleaning up automobile emissions, the state's clean vehicle program was probably inadequate to support attainment of the old 1-hour federal ozone standard (which is why "black box" provisions were required to "demonstrate" attainment). The USEPA, which is responsible for regulation of emissions from interstate commerce (e.g., trucks, trains, planes), has been unwilling to promulgate state-specific or region-specific emission reduction requirements for those sources, and most other states have not been sufficiently sympathetic to California's air quality problem to join in calling for more stringent USEPA regulation.

Since then, the continued growth of the region coupled with explosive growth in freight throughput, powered principally by diesel engines subject only to federal regulation, mean that current mobile source regulation is barely sufficient to keep pace with growth. The South Coast Air Basin is falling off the trajectory leading to timely attainment of the air quality standards, principally because emission reduction strategies for both state-regulated and federally regulated mobile sources are inadequate. The recommended resolution supports the SCAQMD's focus on mobile source emission reduction and calls on CARB and the USEPA to accelerate their emission reduction programs in our region. Absent these actions, timely attainment of the federal clean air standards is unlikely.

- Financial Impact:** This item has no impact on the approved SANBAG Fiscal Year 2006-2007 Budget.
- Reviewed By:** This item will be reviewed by the Plans and Programs Policy Committee on January 17, 2007
- Responsible Staff:** Ty Schuiling, Director of Planning and Programming

RESOLUTION NO. 07-006

**RESOLUTION IN SUPPORT OF THE
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
DRAFT 2007 AIR QUALITY MANAGEMENT PLAN**

WHEREAS, the residents of the South Coast Air Basin are impacted by the poorest air quality in the nation, despite some of the most advanced pollution control requirements in the world yielding dramatic improvements in recent decades;

WHEREAS, health studies conducted in this region repeatedly show that residents are suffering significant health effects from today's air pollution, including cancer and chronic conditions, such as asthma, emphysema, and heart and pulmonary diseases, among others;

WHEREAS, the California Air Resources Board recently estimated that approximately 8,200 Californians die prematurely each year as a result of air pollution, and that residents who live, work, or go to school in close proximity to marine port and goods-movement activities are subjected to unhealthful levels of air pollution, resulting in numerous health problems;

WHEREAS, a landmark study noted that the lungs of children born in Southern California today are not likely to fully develop and may never recover from smog's damage, and that children are especially susceptible to the harmful effects of air pollution;

WHEREAS, this region has exceeded the health-based federal 8-hour ozone standards on 86 days in 2006;

WHEREAS, the recently revised 24-hour PM2.5 standard is more stringent and more health-protective than the prior clean air standards;

WHEREAS, there is a fast-approaching PM2.5 attainment deadline of 2015, and an even more challenging 8-hour ozone attainment deadline of 2021, necessitating additional emissions reductions;

WHEREAS, failure to meet these deadlines will prolong the adverse health impacts to residents and could trigger significant federal economic and administrative sanctions on this region;

WHEREAS, the South Coast Air Quality Management (AQMD) has the responsibility to draft and implement a plan to bring this region into compliance with clean air standards, and is about to issue the Draft 2007 Air Quality Management Plan (AQMP);

WHEREAS, AQMD's primary regulatory authority to reduce air pollution is limited to reducing emissions from stationary sources, such as power plants, refineries, chemical plants, gas stations, industrial facilities as well as operational requirements for mobile sources – and the AQMP addresses the need to further reduce emission from all sources to help reach clean air goals;

WHEREAS, the AQMP has identified that the majority of emissions reductions must be achieved through further control of mobile sources – including, but not limited to cars, trucks, ships, trains, and planes;

WHEREAS, The California Air Resources Board and the U.S. Environmental Protection Agency have most of the authority over mobile source emissions, and the Southern California Association of Governments is responsible for developing the plan's transportation control measures;

WHEREAS, the Draft AQMP focuses on additional measure that the California Air Resources Board and U.S. Environmental Protection Agency can implement to reduce mobile source emissions, especially from locomotives and ocean-going ships;

NOW, THEREFORE BE IT RESOLVED, that by adoption of this resolution, San Bernardino Associated Governments (SANBAG) declares that there is an urgent need for all responsible authority to expeditiously adopt and aggressively implement effective control strategies to reduce emissions as quickly as possible, and;

BE IT FURTHER RESOLVED, that SANBAG strongly supports the development of the South Coast Air Quality Management District's Draft 2007 Air Quality Management Plan focusing on mobile source controls, and;

BE IT FURTHER RESOLVED, that SANBAG calls upon the California Air Resources Board and the US Environmental Protection Agency to substantially accelerate their emission reduction programs in our region by implementing the AQMP measures within their respective authorities.

Approved at the Board of Directors of the San Bernardino County Transportation Commission at a regular meeting thereof held this 7th day of February 2007.

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*Approved
Board of Directors*

Date: February 7, 2007

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Res07006.doc

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: January 17, 2007

Subject: Draft Project List and Survey for the Multi-County Goods Movement Action Plan

Recommendation:* Receive information on the draft project list and survey

Background: In October 2004, the SANBAG Board of Directors approved SANBAG participation in development of the Multi-County Goods Movement Action Plan, and authorized a SANBAG contribution of \$125,000 as SANBAG's share of funding for consultant support of action plan development. Agencies participating in this effort include: Los Angeles County Metropolitan Transportation Authority (MTA), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), SANBAG, the Ventura County Transportation Commission (VCTC), Caltrans, and the Southern California Association of Governments (SCAG). Consultant activity on the plan was initiated in mid-2005. A draft action plan is expected in the February/March 2007 timeframe, to be followed by a set of workshops around the region soliciting comments on the draft plan. The action plan will address not only the infrastructure and operational needs for moving goods, but put forward a regional plan for mitigating the environmental and community impacts of growth in freight, in coordination with other plans such as the South Coast Air Quality Management Plan.

One of the elements of the action plan will be a list of goods movement projects. A draft list of projects has been circulated for comment by the agency partners.

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Approved
Plans and Programs Policy Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

The list provided in Attachment 1 of this agenda item shows the proposed goods movement projects for San Bernardino County. In some cases, the projects are listed for multiple counties, not just San Bernardino. It should also be noted that some projects are in the process of being evaluated by the MCGMAP consultant. For example, an extensive evaluation of alternative routes and concepts for dedicated truck lanes is underway, including the examination of allowing longer combination vehicles (LCVs – trucks that can haul an additional trailer) to use the dedicated facilities. Some of the projects listed for evaluation may be altered or deleted, pending the outcome of the evaluation. The list was discussed by the SANBAG Comprehensive Transportation Plan Technical Advisory Committee on January 8, and the modifications resulting from that discussion are reflected in Attachment 1. The list is being circulated to the Plans and Programs Committee and the Mountain/Desert Committee for review and comment.

This list currently has no relationship to the California Ports, Infrastructure, Security, and Air Quality Improvement Act passed with Proposition 1B in November 2006. Guidelines for the nomination for projects under this Act have not been developed by the State. However, it would be reasonable to expect that projects eligible for bond money under the Act would be on the list in Attachment 1. Inclusion on the list provides no guarantee of funds from any source. Rather, the list is an effort by the partner agencies to comprehensively assemble a list of all the projects that provide significant benefits to the movement of goods, regardless of whether funds for those projects are currently available. General time frames for implementation will also be identified (short, medium, long term).

The second attachment to this agenda item is a survey that is being distributed to stakeholders within the Southern California region to obtain feedback on various issues and options related to goods movement. Each jurisdiction is being requested to respond to this survey, along with other stakeholders with an interest in goods movement or in the impacts of goods movement on their communities. The survey can be filled out and faxed or mailed to the indicated location or can be completed on-line using the indicated link.

Financial Impact: This item has no financial impact on the Fiscal Year 2006-2007 budget. TN 11107000

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on January 17, 2007.

Responsible Staff: Steve Smith, Principal Transportation Analyst

Comprehensive List of Goods Movement Projects within the MCGMAP Study Area

Updated: December 22, 2006

Category	County	Mode	Description	Cost (\$Mill's)
Shuttle Trains / Alternative Technologies to Additional Intermodal Terminals	LA/SBD/RV	Intermodal	Shuttle train intermodal service to Inland Empire, Adelanto terminal (being evaluated by MCGMAP)	
	LA/SBD	Corridor	East-West Corridor (I-210, SR-210, I-10, SR-99, SR-330, SR-138, I-70 Corridor to I-10/SR-60 Interchange - User Fee-Backed Capacity Improvement Program) (being evaluated by MCGMAP)	
Construction of Truck Lanes/Facilities	SD/RV/SBD	Highway	I-15 (U.S./Mexico Border to Victorville) dedicated truck lanes (2 lanes in each direction - being evaluated by MCGMAP)	
	All	Highway	Use of LCVs on Dedicated Facilities	
Use of LCVs on Dedicated Facilities	Regional	Railroad Capacity	Regional rail capacity improvement program Regionwide - BNSF and UP	
	SB	Highway/Rail	Grade Crossing from Victorville to - Grade Crossings - refer to separate Grade Crossings project list	\$785.0
	SB	Highway/Rail	Cotton Crossing, SB and BNSF	\$20.0
	SBD/RV		ITS RR Grade Crossing Variable Speed Warning for Inland Empire ITS	\$4.1
Extensive Application of ITS Technology for Vehicle Management and Routing	SBD/RV		Electronic Clearance Pre Pass Program for Inland Empire ITS	\$0.9
	SBD/RV		Overweight Permits for Inland Empire	\$0.1
			I-10 and I-215 from SR-138 to SR-138 (PM 23.6) to 0.9km e/o SR-38 (PM 31.4) to On I-215 from Riverside County line (PM 0.0) to Jct I-10/I-215 (PM 4.03) - Install Fiber Optic Communications (FOS) system, Changeable message signs (CMS), Ramp metering stations, traffic signal modification existing communication hub, CCTV, VDS, TOS Cabinets, widen on-ramps at I-10 and I-215; add aux lanes on I-10 (various locations)	\$9.5
	SB	Highway	Adelanto Victorville Springs-Baily Road to Adelanto Rail Road - construct NB truck descending lane	
Construction of Additional Freeway Lanes/Capacity	SB	Highway	I-10 - Add auxiliary lanes from I-15 to Riverside Co. Road may be considered part of future I-10 widening project	
	SB	Highway	SR-38 - On-ramp alignment, construct a 4 lane freeway/expressway from Kern County Line to 12 miles north of SR-38 and construct a 4 lane freeway/expressway from Hinkley to Barstow	
	SB	Highway	US-395 - New freeway alignment, construct a 4/6 lane freeway/expressway from I-15 to SR-58	
	SB	Highway	Highway 395 Corridor construct a 4/6 lane freeway/expressway from US-395 in Adelanto to SR-58 Apple Valley	
	SB	Highway	I-10 from I-15 to I-15 (PM 9.9) to 0.4 km e/o I-215 (PM R24.5) - Install RMS, CCTV ESU, widen interchange ramps from 1 to 2 lanes at EB & WB at Cherry Ave, Citrus Ave, Cedar Ave, Rancho Ave and Mt Vernon Ave; WB at Rancho Ave; EB at 9th St.	\$9.2
	SB	IC/Ramps	I-10 from I-15 to 4 km e/o Etiwanda Ave OC (PM 11.6) to 1.5 km w/o Riverside Ave OC (PM 11.6) - Construct a 4 lane freeway/expressway from I-10 to I-15; widen exit ramps from 1 to 2 lanes at Cherry Ave, Citrus Ave, & Cedar Ave; accommodate proposed aux lanes at Cherry Ave IC E/B aux lane PM 11.9/12.85; WB Aux lane PM 13.38/13.68; Citrus Ave IC E/B aux lane only PM 14.58/14.88; Cedar Ave IC E/B aux lane PM 17.36/17.83; WB aux lane PM 18.94/19.41.	\$19.0
	SB	IC/Ramps		
	SB	IC/Ramps		
	SB	IC/Ramps		
	SB	IC/Ramps		

Comprehensive List of Goods Movement Projects within the MCGMAP Study Area

Updated: December 22, 2006

Category	County	Mode	Description	Cost (\$Millions)
Construction of Freeway Operational/Safety Improvements	SB	Mixed Flow	I-10 WB from Yucaipa Bl to Ford St - Add 1 MF lane westbound.	\$30.0
	SB	Highway	SR-60 from Ramona Ave. to I-15 - add auxiliary lanes	
	SB	Highway	I-15 Widening from SR-60 to Victorville, add 15' concrete safety truck lanes or managed lane concept)	\$200
	SB	IC/Ramps	I-15/I-215 Devore Interchange	\$26
	SBD	IC/Ramps	SR-60 / Ramona	
	SBD	IC/Ramps	SR-60 / Euclid	\$43
	SBD	IC/Ramps	SR-60 / Grove	\$43
	SBD	IC/Ramps	SR-60 / Vineyard	\$6
	SBD	IC/Ramps	SR-60 / Archibald	\$25
	SBD	IC/Ramps	I-10 / Monte Vista	\$33
	SBD	IC/Ramps	I-10 / Grove	\$47
	SBD	IC/Ramps	I-10 / Cuyamaca	\$33
	SBD	IC/Ramps	I-10 / Bear	\$33
	SBD	IC/Ramps	I-10 / Citrus	\$33
	SBD	IC/Ramps	I-10 / Cedar	\$50
	SBD	IC/Ramps	I-10 / Riverside	\$33
	SBD	IC/Ramps	I-10 / Pepper	\$31
	SBD	IC/Ramps	I-10 / Mt. Vernon	\$50
	SBD	IC/Ramps	I-10 / Tippecanoe	\$50
	SBD	IC/Ramps	I-10 / Mt. View	\$43
	SBD	IC/Ramps	I-10 / San Jacinto	\$26
	SBD	IC/Ramps	I-15 / 6th/Avalon	\$36
	SBD	IC/Ramps	I-15 / Joshua	\$1
	SBD	IC/Ramps	I-15 / Bear Valley	\$29
	SBD	IC/Ramps	I-15 / Universal	\$50
	SBD	IC/Ramps	I-15 / Pepper	\$10
	SBD	IC/Ramps	I-15 / Fair	\$17
	SBD	IC/Ramps	I-15 / 75th/ Hill Blvd (SR-66) - Add 400m deceleration lane on NB I-15 and widen NB off-ramp to 2 lanes.	\$0.7
	SBD	IC/Ramps	Soundex Logistics Airport Rail Project at - Track and intermodal yard improvement (Phases 1 through 4).	\$278.5
Increase Port/Rail Yard Freight Capacity				

ALAMEDA CORRIDOR-EAST TRADE CORRIDOR PLAN

San Bernardino County Improvement Plan

Total costs include 1.6x escalation over costs in 2001 plan

Project Description	Total Project Cost In \$ Million	SCHEDULE							
		Prelim. Design/ Environmental		Final Design		Right-of-Way		Construction	
		Time Frame	Est. Cost	Time Frame	Est. Cost	Time Frame	Est. Cost	Time Frame	Est. Cost
PHASE 1 PROJECTS									
Grove Avenue on the Alhambra Line	\$ 2.5	Complete	-	Complete	-	Complete	-	Complete	-
Grove Avenue on the Los Angeles Line	\$ 12.0	Complete	-	Complete	-	Complete	-	Complete	-
Ramona Avenue on the Alhambra and Los Angeles Lines	\$ 15.9	Complete	0.17	Complete	0.80	Complete	3.27	FY07	11.63
Monte Vista Avenue on the Alhambra and Los Angeles Lines	\$ 28.9	Complete	0.40	Complete	1.15	FY07	7.64	FY09	19.91
State/University on the Cajon Line	\$ 27.5	Complete	0.24	FY06	1.42	FY07	4.10	FY08	21.69
Hunts Lane on the Yuma Line	\$ 26.4	FY07	0.45	FY07	1.40	FY08	5.00	FY09	19.55
Milliken Avenue on the Alhambra Line	\$ 53.0	Complete	0.57	FY07	4.43	FY08	0.25	FY09	49.74
* Full funding of Milliken is dependent on OA level									
Phase 1 Total	\$ 113.1								
PHASE 2 PROJECTS									
Alhambra and Los Angeles Lines Combined (UP)									
Central Ave.	\$ 4.6	FY12	0.06	FY13	0.58	FY13	0.81	FY14	3.39
San Antonio Avenue	\$ 31.8	FY11	0.48	FY12	3.98	FY12	4.14	FY13	23.24
Sultana Avenue	\$ 25.3	FY13	0.38	FY14	3.16	FY14	3.29	FY15	18.45
Campus Avenue	\$ 31.7	FY08	0.48	FY09	3.96	FY10	4.12	FY11	23.13
Alhambra Line (UP)									
Vineyard Avenue	\$ 29.8	FY08	0.45	FY09	3.72	FY10	3.87	FY11	21.72
Mt. Vernon Avenue	\$ 5.9	FY12	0.09	FY13	0.74	FY13	0.77	FY14	4.32
Los Angeles Line (UP)									
Vine Avenue	\$ 25.4	FY13	0.38	FY14	3.18	FY14	3.31	FY16	18.57
Bon View Avenue	\$ 25.3	FY11	0.38	FY12	3.16	FY12	3.29	FY13	18.45
Vineyard Avenue	\$ 27.0	FY10	0.41	FY11	3.38	FY11	3.52	FY12	19.74
Archibald Avenue	\$ 31.2	FY08	0.47	FY09	3.90	FY10	4.06	FY11	22.78
Milliken Avenue	\$ 25.8	FY09	0.39	FY10	3.22	FY11	3.35	FY12	18.80
San Bernardino Line (BNSF and UP)									
Valley Boulevard	\$ 31.4	FY08	0.47	FY08	3.92	FY09	4.08	FY10	22.89
Laurel Street	\$ 27.4	FY09	0.41	FY09	3.42	FY11	3.56	FY12	19.97
Main Street	\$ 27.4	FY10	0.41	FY11	3.42	FY11	3.56	FY12	19.97
Olive Street	\$ 25.8	FY11	0.39	FY12	3.22	FY12	3.35	FY13	18.80
Mt. Vernon Avenue	\$ 43.2	Complete	-	FY08	0.66	Complete	-	FY09	42.50
Other improvements*: E Street, H Street	\$ 0.5	FY08	0.01	FY09	0.06	FY09	0.07	FY10	0.37
Cajon Line (BNSF and UP)									
Palm Avenue	\$ 26.9	FY08	0.40	FY10	3.36	FY11	3.49	FY12	19.62
Glen Helen Parkway	\$ 28.2	FY08	0.42	FY10	3.52	FY11	3.66	FY12	20.56
Ranchero Road	\$ 32.5	Complete	-	FY07	4.06	FY08	4.22	FY09	23.71
Vista Road	\$ 25.8	FY11	0.39	FY11	3.22	FY12	3.35	FY13	18.80
Hinkley Road	\$ 24.5	FY12	0.37	FY13	3.06	FY13	3.18	FY14	17.87
Lenwood Road	\$ 26.7	FY08	0.40	FY09	3.34	FY10	3.47	FY12	19.51
Oro Grande	\$ 9.6	FY12	0.14	FY14	1.20	FY14	1.25	FY16	7.01
Other improvements*: Indian Trail	\$ 0.5	FY07	0.01	FY07	0.06	FY08	0.07	FY09	0.37
Cutoff Line (UP)									
Ranchero Road	\$ 24.5	FY11	0.37	FY12	3.06	FY12	3.18	FY13	17.87
Phelan Road	\$ 1.0	FY08	0.02	FY08	0.13	FY08	0.13	FY08	0.73
Other improvements*: Johnson Road	\$ 0.5	FY08	0.01	FY08	0.06	FY08	0.07	FY08	0.37
Yuma Line (UP)									
Whittier Avenue	\$ 0.5	FY08	0.01	FY08	0.06	FY08	0.07	FY08	0.37
Beaumont Avenue	\$ 24.5	FY12	0.37	FY14	3.06	FY14	3.18	FY15	17.87
Alessandro Road	\$ 25.3	FY10	0.38	FY11	3.16	FY11	3.29	FY13	18.45
Other improvements*: San Timoteo Canyon Road	\$ 2.0	FY08	0.03	FY08	0.25	FY08	0.26	FY09	1.46
Phase 2 Total	\$ 672.2								
*Not previously indicated for separation, more recent data may indicate otherwise									
Total	\$ 785.3								

Southern California Multi-County Goods Movement Action Plan

SURVEY NO. 2

Background

Significant increases in goods movement – the movement of goods for sale, supplies, and products by truck, freight train, airplane, and cargo ship – are expected within the next 20 years in Southern California. With imports coming in at an all-time high through the seaports of Los Angeles and Long Beach and the Mexican border crossings, Southern California not only serves as the network by which we receive our own goods, but also as the network by which eastern regions and states throughout the country receive their goods. In order for so many products to be readily available on our grocery and retail shelves, so much of them come through our ports, are "transloaded" or transferred off ship containers into local warehouses and then are trucked to our local stores or routed to points beyond Southern California.

Since May 2004, a partnership of public agencies (listed in the box below) has been studying transportation challenges related to goods movement. The **Southern California Multi-County Goods Movement Action Plan (MCGMAP)** will propose goods movement projects and strategies for six Southern California counties: Los Angeles, Ventura, San Bernardino, Riverside, Orange and San Diego. Technical review and stakeholder input has been steady and very helpful. We thank all who responded to Survey No. 1 in May 2006.

Purpose of this Survey

Based upon study work completed thus far, the MCGMAP team is now ready to propose goods movement regional strategies for public review and comment. **You are being asked for your opinions about these goods movement strategies with this Survey No. 2.** The attached survey will take about 10-15 minutes of your time.

All personal contact information will be kept confidential unless you agree to let us add you to our mailing list for this project. Answers from all respondents will be combined, so no one will be able to identify you by your answers.

Please complete the survey no later than **January 31, 2007** by:

- o Completing it online at: www.metro.net/mcgmap
- o Completing the hard copy and e-mail a PDF file to: MCGMAP@ArellanoAssociates.com
- o Completing the hard copy and faxing to: (909) 628-5804
- o Completing the hard copy and mailing to:

MCGMAP
c/o Arellano Associates
4091 Riverside Drive, Suite 117
Chino, CA 91710

For additional project information, including dates, times and locations of stakeholder meetings in Southern California, please visit our **homepage** website www.metro.net/mcgmap/ or e-mail us at mcgmap@metro.net.

Thank you for taking the time to complete our survey!

A partnership of:

Los Angeles County Metropolitan Transportation Authority ♦ Orange County Transportation Authority
Riverside County Transportation Commission ♦ San Diego Association of Governments
San Bernardino Associated Governments ♦ Ventura County Transportation Commission
California Department of Transportation ♦ Southern California Association of Governments

Section 1: Individual, Public Agency or Organization Information

1. I am responding to this entire survey as a(n): (Check one only.)

- ☐ Individual
☐ Representative of Public Agency (Federal, state, county or city, etc.)
☐ Representative of an Organization (Community-based, non-profit, professional association, issues advocacy, etc.).
☐ Private Business

2. In which county are you? (Check all that apply to you or your organization.)

- ☐ Los Angeles County
☐ Ventura County
☐ San Bernardino County
☐ Riverside County
☐ Orange County
☐ Imperial County
☐ San Diego County
☐ Other: _____

3. Would you like your name and contact information added to our mailing list for this project? (Check one only.)

- ☐ Yes (Please complete #4-10 below.)
☐ No (Skip to Question #11 below.)

4.	Individual's Name			
5.	Agency, Organization or Business Name (if applicable)			
6.	Address			
7.	City			
8.	State			
9.	Zip Code			
10.	E-Mail			
11.	If Individual, please check County of residence:	<input type="checkbox"/> Los Angeles <input type="checkbox"/> Ventura <input type="checkbox"/> San Bernardino	<input type="checkbox"/> Riverside <input type="checkbox"/> Orange <input type="checkbox"/> Imperial	<input type="checkbox"/> San Diego <input type="checkbox"/> Other: _____
12.	If Public Agency, check one:	<input type="checkbox"/> Local government <input type="checkbox"/> Federal government	<input type="checkbox"/> County government <input type="checkbox"/> Other, please describe:	<input type="checkbox"/> State government
13.	If Organization, check one:	<input type="checkbox"/> Community Based <input type="checkbox"/> Professional Association	<input type="checkbox"/> Issue Advocacy <input type="checkbox"/> Other, please describe:	<input type="checkbox"/> Non-Profit
14.	If Private business, Check one:	<input type="checkbox"/> Rail <input type="checkbox"/> Trucking <input type="checkbox"/> Maritime	<input type="checkbox"/> Aviation <input type="checkbox"/> Industrial/Manufacturing <input type="checkbox"/> Warehouse/Distribution	<input type="checkbox"/> Logistics/3PL <input type="checkbox"/> Other:

Section 2: Goods Movement Projects and Strategies

Many ideas have been suggested during the MCGMAP study that help address our goods movement challenge here in Southern California. Many project ideas and strategies have been identified. Ultimately, a mix of these ideas – rather than just one strategy – will be needed to improve our traffic flow and stem the negative impacts on our air quality, neighborhoods and overall environment. Of the following categories, please rate your level of support:

GOODS MOVEMENT STRATEGIES BY CATEGORY	Level of support from you, your agency, organization or business (Please check only one box per line.)				
	1 No Support	2 Little Support	3 Some Support	4 Supportive	5 Highly Supportive
PORT/RAIL-RELATED					
15. Additional near-dock rail close to ports to load containers directly to rail and reduce truck trips					
16. More intermodal facilities, where freight can be transferred between trains and trucks (existing facilities are at capacity)					
17. New shuttle trains to move freight between ports and intermodal facilities					
18. Other alternative technologies to move freight to intermodal facilities					
19. Increase rail capacity by adding new track along existing rail lines					
20. More rail grade separations, where highways will go over or under rail tracks and traffic will not have to wait for trains					
21. Increase capacity of port and railyards by more efficient operations					
TRUCK-RELATED					
22. Dedicated truck lanes, which are freeway lanes for trucks only, separated by barriers from other lanes (with or without tolls)					
23. <u>In San Diego County only</u> , allowing trucks on the barrier-separated high-occupancy vehicle (HOV) lanes in the off-peak periods (with or without tolls)					
24. Dedicated truck lanes only if significant impacts are avoided					

GOODS MOVEMENT STRATEGIES BY CATEGORY	Level of support from you, your agency, organization or business (Please check only one box per line.)				
	1 No Support	2 Little Support	3 Some Support	4 Supportive	5 Highly Supportive
25. Allow Longer Combination Vehicles (LCVs), also known as "triple trailers," on dedicated truck lanes if legalized (LCVs are trucks that are allowed to haul an added trailer)					
HIGHWAY-RELATED					
26. Improvements to freeway interchanges to reduce congestion into and out of industrial areas					
27. Add new freeway lanes for all traffic, both trucks and cars together					
28. New express toll lanes (like the SR-91 express lanes/"Fast Track") on other freeways, to reduce congestion for both cars and trucks					
OPERATIONAL & TECHNOLOGY					
29. Expand seaport and border crossing hours further to increase efficiency and spread traffic					
30. Expand delivery hours at warehouses to increase efficiency and spread traffic					
31. Increased use of advanced technology for vehicle management, routing and safety inspections					
32. Operational and scheduling techniques to reduce delays at ports and intermodal facilities					
FINANCIAL & POLICY					
33. Charge a fee on containers to pay for infrastructure improvements that facilitate freight movement					
34. Require new dedicated truck lane facilities to be totally user-financed through either container fees and/or tolls					
35. Fund new dedicated truck lane facilities through a combination of public funds and user fees, if that is the only way they can be built					

GOODS MOVEMENT STRATEGIES BY CATEGORY	Level of support from you, your agency, organization or business (Please check only one box per line.)				
	1 No Support	2 Little Support	3 Some Support	4 Supportive	5 Highly Supportive
ENVIRONMENTAL					
36. Invest in air quality improvements at the same time as infrastructure improvements					
37. Invest in air quality improvements first, then focus on infrastructure improvements					
38. Invest in infrastructure improvements first, then focus on air quality improvements					
39. Public funds should be used as an incentive to help truck operators to change over to cleaner engines					
40. Public funds should be used as an incentive to help the railroads switch to cleaner engines					
41. Railroads and truckers should fund cleaner engines entirely on their own					
42. The ports should negotiate with steamship operators to reduce pollutants through strict provisions in terminal leases					
43. Local governments should require buffers between new industrial developments and new/existing residential areas					
44. Local governments should require buffers between new residential development and heavily traveled freeways and rail lines					

Section 3: Specific Project Questions

The following questions pertain to issues or projects which have drawn a high level of stakeholder attention during this **MCGMAP study**.

45. STEP 1: Check all highways on which you believe *dedicated truck lanes* could be both feasible and beneficial.

STEP 2: For those highways you have selected, please indicate your order of priority with "1" being the most important, "2" being the second most important, and so on.

STEP 3: Check all highways on which you believe *additional mixed flows lanes* could be both feasible and beneficial.

STEP 4: For those highways you have selected, please indicate your order of priority with "1" being the most important, "2" being the second most important, and so on.

Highway Name (In alphabetical and numerical order)	TRUCK LANES		MIXED FLOW LANES	
	Step 1: Truck Lane? (check all that apply)	Step 2: Truck Lane Priority (number)	Step 3: Mixed Flow? (check all that apply)	Step 4: Mixed Flow Priority (number)
Interstate 5 (Golden State Freeway) in Los Angeles County				
Interstate 5 (Santa Ana Freeway) in Orange County				
Interstate 5 (San Diego Freeway) in San Diego Co. (to Mexico Border)				
Interstate 10 (Santa Monica Freeway) in West Los Angeles County				
Interstate 10 (San Bernardino Freeway) in East Los Angeles County				
Interstate 10 (San Bernardino Freeway) in San Bernardino County				
Interstate 10 (San Bernardino Freeway) in Riverside County				
Interstate 15 (Barstow/Mojave Freeway) in San Bernardino County				
Interstate 15 (Temecula Valley Freeway) in Riverside County				
Interstate 15 (Escondido Freeway) in San Diego County				
Interstate 110 (Harbor Freeway) in Los Angeles County				
Interstate 210 (Foothill Freeway) in Los Angeles County				
State Route 210 (Foothill Freeway) in San Bernardino County				
Interstate 215 (Barstow Freeway) in San Bernardino County				
Interstate 215 (Riverside/Escondido Freeway) in Riverside County				
Interstate 405 (San Diego Freeway) in Los Angeles County				
Interstate 605 (San Gabriel Valley River Freeway) in Los Angeles Co.				
Interstate 710 (Long Beach Freeway) in Los Angeles County				
State Route 57 (Orange Freeway) in Los Angeles County				
State Route 57 (Orange Freeway) in Orange County				
State Route 60 (Pomona Freeway) in Los Angeles County				
State Route 60 (Pomona Freeway) in San Bernardino County				
State Route 60 (Moreno Valley Freeway) in Riverside County				
State Route 91 (Artesia/Riverside Freeway) in Orange County				
State Route 91 (Artesia/Riverside Freeway) in Riverside County				
State Route 118 (Ronald Reagan Freeway) in Ventura County				
State Route 118 (Ronald Reagan Freeway) in Los Angeles County				
State Route 126 (Santa Paula Freeway) in Ventura County				
State Route 126 (Santa Paula Freeway) in Los Angeles County				
State Route 138 (Pearblossom Highway) in North Los Angeles County				
State Routes 905/11 (Otay Mesa Road) in San Diego County				
US Route 101 (Ventura Freeway) in Ventura County				
US Route 101 (Hollywood Freeway) in Los Angeles County				
US Route 395 (Eastern Sierra Highway) in San Bernardino County				
State Routes 86 and 111 in Imperial County (to Mexico border)				

46. For all goods movement improvement projects, what sources of funding should be used to construct new projects?

Sources of Funding	Check all that apply	What is your priority? (number)
Tolls		
Container fees		
Public bond issue		
Taxes (gas, sales, other)		
Private sector		
Other:		

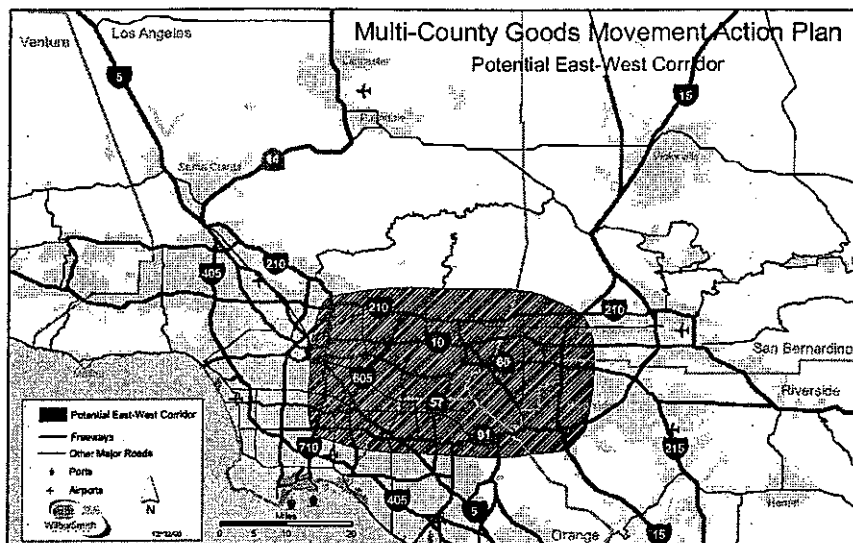
47. Much of the goods movement traffic travels east-west between the Ports of Los Angeles and Long Beach to points farther east. Many of these trucks travel from these two ports on the I-710 (Long Beach Freeway) and then transfer to one of four freeways to get to the Inland Empire and points beyond. They are:

- State Route 91 (Artesia/Riverside Freeway),
- State Route 60 (Pomona/Moreno Valley Freeway),
- Interstate 10 (San Bernardino Freeway)
- Interstate 210 (Foothill Freeway).

Do you think improvements, which would encourage truck traffic, should be made to one of these four east-west freeways *more* so than the others?

_____ Yes, improve one of these the most
(Go to question #48.)

_____ No, improve all about the same
(Go to question #49.)



48. If yes, which one? (Check one only.)

- _____ State Route 91 (Artesia/Riverside Freeway) in Orange and Riverside Counties
- _____ State Route 60 (Pomona/Moreno Valley Freeway) in Los Angeles, San Bernardino and Riverside Cos.
- _____ Interstate 10 (San Bernardino Freeway) in Los Angeles, San Bernardino and Riverside Counties
- _____ State Route 210 (Foothill Freeway) in Los Angeles and San Bernardino Counties

Section 4: General Questions

49. Of all the goods movement strategies presented here, or which you are aware, which five projects or strategies do you believe should absolutely be implemented in Southern California?

1. _____
2. _____
3. _____
4. _____
5. _____

50. What projects or strategies, if any, should be added for consideration?

51. Is there anything else you would like to tell us about goods movement issues in Southern California?

52. Please suggest any other possible survey responders.

Thank you for your time in completing this important survey!

Please visit our website for ongoing information and final steps on the Southern California Multi-County Goods Movement Action Plan.

www.metro.net/mcgmap

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 5

Date: January 17, 2007

Subject: Memorandum of Understanding (MOU) on Improvement of Transportation Facilities between SANBAG, RCTC, the County of Riverside, the County of San Bernardino, and the cities of Colton, Grand Terrace, Loma Linda, Moreno Valley, Redlands, Riverside, and San Bernardino (Contract #C07-180)

Recommendation:* Approve Execution of the Memorandum of Understanding (Contract #C07-180) on Improvement of Transportation Facilities

Background: SANBAG began coordinating with the Riverside County Transportation Commission on a program called CETAP (Community and Environmental Transportation Acceptability Process) in 2001. The purpose of this effort (also called the Two-County Corridor Study) was to identify new and/or expanded corridors for carrying traffic between San Bernardino and Riverside counties. A Notice of Preparation for a program-level Environmental Impact Report was issued in May, 2003. The EIR was to have evaluated several transportation corridors generally between State Route 60 in Moreno Valley and Interstate 10 in Redlands, Loma Linda, and San Bernardino. The preparation of the EIR was put on hold in 2004, pending internal discussions within each jurisdiction over how to proceed.

This corridor development effort is now being re-started, with focus on two specific corridors: the Center Street/Main Street/Pigeon Pass Corridor and the Reche Canyon Road Corridor. The MOU calls for development of four-lane

*

Approved
Plans and Programs Policy Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Plans and Programs Committee Agenda Item

January 17, 2007

Page 2 of 2

roadways in each of the corridors, with high priority placed on preserving the rural environment of Reche Canyon. The County of Riverside will serve as the contract manager for the preparation of an environmental document and project development work for each of the corridors. The MOU explains other elements of the relationship among the jurisdictions participating in this corridor development activity. SANBAG will principally play a role of coordination and facilitation among the agencies, along with our counterpart in Riverside County, RCTC. Participation in this effort does not constitute a financial commitment on the part of SANBAG to fund improvements identified through the work performed on the corridors.

Financial Impact: This item has no financial impact on the Fiscal Year 2006-2007 budget. TN 11607000.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on January 17, 2007.

Responsible Staff: Steve Smith, Principal Transportation Analyst

SANBAG Contract No. C07-180

by and between

San Bernardino Associated Governments (SANBAG)

and

Riverside County Transportation Commission (RCTC), County of Riverside, County of San Bernardino,
and the cities of Colton, Grand Terrace, Loma Linda, Moreno Valley, Redlands, Riverside and San
Bernardino

for

Improvement of Transportation Facilities

FOR ACCOUNTING PURPOSES ONLY				
<input type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID _____	Retention: <input type="checkbox"/> Yes _____ % <input type="checkbox"/> No	<input checked="" type="checkbox"/> Original <input type="checkbox"/> Amendment	
Notes:				
Original Contract: \$ <u>0</u>		Previous Amendments Total: \$ _____		
		Previous Amendments Contingency Total: \$ _____		
Contingency Amount: \$ _____		Current Amendment: \$ _____		
		Current Amendment Contingency: \$ _____		
Contingency Amount requires specific authorization by Task Manager prior to release.				
Contract TOTAL →				\$ <u>0</u>
↓ Please include funding allocation for the original contract or the amendment.				
Task	Cost Code	Funding Sources	Grant ID	Amounts
<u>11607000</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	\$ <u>N/A</u>
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
Original Board Approved Contract Date: <u>02/07/07</u> Contract Start: <u>02/07/07</u> Contract End: <u>N/A</u>				
New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____				
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:				
Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____	
Is this consistent with the adopted budget? <input type="checkbox"/> Yes <input type="checkbox"/> No <u>N/A</u>				
If yes, which Task includes budget authority? _____				
If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No				
CONTRACT MANAGEMENT				
Please mark an "X" next to all that apply:				
<input checked="" type="checkbox"/> Intergovernmental <input type="checkbox"/> Private <input type="checkbox"/> Non-Local <input type="checkbox"/> Local <input type="checkbox"/> Partly Local				
Disadvantaged Business Enterprise: <input type="checkbox"/> No <input type="checkbox"/> Yes _____ %				
Task Manager: Ty Schuiling			Contract Manager: Steve Smith	

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

Filename: C07180

Form 28 06/06

CONTRACT # C07-180
Memorandum of Understanding
On Improvement of Transportation Facilities between
SANBAG, RCTC, the County of Riverside, the County of San Bernardino,
and the cities of Colton, Grand Terrace, Loma Linda, Moreno Valley, Redlands,
Riverside and San Bernardino

WHEREAS, it is agreed that the need to accommodate additional traffic growth in the Two-County Corridor study area should be shared among the jurisdictions along the Riverside/San Bernardino County border, not absorbed by a single corridor; and

WHEREAS, it is desired to improve traffic circulation, safety, and emergency access for existing residents within and between communities along the Riverside/San Bernardino County border within the study area; and

WHEREAS, it is desired to maintain the rural environment of the Reche Canyon area and other areas of lower density development in the study area; and

WHEREAS, it is desired to respect the concerns of residents and businesses along any of the corridors between Riverside and San Bernardino Counties; and

WHEREAS, it is recognized that widening of I-215 will not be adequate to address north/south travel demand between Riverside and San Bernardino Counties; and

NOW, THEREFORE, SANBAG, RCTC, the County of Riverside, the County of San Bernardino, and the cities of Colton, Grand Terrace, Loma Linda, Moreno Valley, Redlands, Riverside, and San Bernardino (the "Agencies") agree as follows:

1. Development of roadway facilities will proceed in parallel on two corridors:
 - a. **Center Street/Main Street/Pigeon Pass Corridor** - extends from I-215 generally along Center Street or Main Street and proceeds easterly/southerly to connect to Pigeon Pass Road in Moreno Valley
 - b. **Reche Canyon Road Corridor** - extends from Washington Street in Colton along Reche Canyon Road to connect to Reche Vista Drive north of Moreno Valley
2. An interagency group of elected officials (the Two-County Corridor Policy Committee) will monitor progress and provide guidance on project development activities for both routes, meeting on an as-needed basis.
3. The following Agencies will serve as lead agencies for the corridors:

- a. RCTC and SANBAG will be the respective lead agency in each county for coordination and oversight of the corridor development activities including the Agencies.
 - b. Reche Canyon Road Corridor – The County of Riverside will be the Contract Manager for the preparation of an environmental document and project development work for the entire corridor. The County of Riverside will be the lead agency for the processing of the environmental document for the portion of Reche Canyon within Riverside County. The City of Colton will be the lead agency for the processing of the environmental document for the portion within San Bernardino County. The County of Riverside and the City of Colton will enter into an agreement addressing the City's financial contribution towards the project development and environmental work.
 - c. Center Street/Main Street/Pigeon Pass Corridor – The County of Riverside will be the Contract Manager for the preparation of an environmental document for the entire corridor. The County of Riverside will be the lead agency for the processing of the environmental document and project development work for the portion of Center Street/Main Street/Pigeon Pass Corridor within Riverside County. If additional widening is required in the portion of San Bernardino County, the City of Grand Terrace will be the lead agency for processing of an environmental document for the portion within San Bernardino County.
4. The Agencies agree to pursue the project development and environmental work on both corridors simultaneously, under separate documents. The County of Riverside as the Contract Manager agrees to provide status reports to the Two-County Corridor Committee and all other agencies on a quarterly basis.
 5. Each Agency will be responsible for the design and construction of its own segments, unless alternate agreements are reached among individual Agencies.
 6. The following design principles will generally govern project development activities for each of the corridors.
 - a. All facilities will consist of four through lanes, with a landscaped median in urbanized areas, and turn lanes at appropriate locations.
 - b. Principles of "context-sensitive design" will be used in all corridors. Preserving the rural environment of Reche Canyon will be a high priority. Considerations will include curb

treatments, landscaping, design speed, lighting, signalization, wildlife crossings, trails and pathways.

c. Each Agency will control the access, landscaping and other aesthetic requirements of the facility within its jurisdiction, guided by these overall design principles.

7. An effective outreach and citizen input process will be undertaken in both corridors as part of the project development and environmental process. The Agencies affected by each corridor will determine the form of outreach most appropriate for that corridor and advise the County of Riverside as the Contract Manager. This may take the form of public meetings, newsletters, city council presentations, citizen advisory committees, or other techniques appropriate to the issues within each corridor.

Signatures to this Memorandum of Understanding (MOU) are as follows:

San Bernardino Association of Governments (SANBAG)

Date

By _____
(Print Name)

Riverside County Transportation Commission (RCTC)

Date

By _____
(Print Name)

County of Riverside

Date

By _____
(Print Name)

County of San Bernardino

Date

By _____
(Print Name)

City of Colton

Date

By _____
(Print Name)

City of Grand Terrace

Date

By _____
(Print Name)

City of Loma Linda

Date

By _____
(Print Name)

City of Moreno Valley

Date

By _____
(Print Name)

City of Redlands

Date

By _____
(Print Name)

City of Riverside

Date

By _____
(Print Name)

City of San Bernardino

Date

By _____
(Print Name)

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 6

Date: January 17, 2007

Subject: Regional Housing Needs Assessment (RHNA)

Recommendation:* Receive report on testimony offered at the Southern California Association of Governments' (SCAG's) January 11, 2007 Public Hearing on the RHNA.

Background: A RHNA vacancy adjustment policy and the choice of methodologies to implement it by SCAG were discussed at considerable length at the January 10, 2007 meeting of the SANBAG Board of Directors. A draft transcript of the proceedings is Attachment 1 to this item. Action was taken to request reconsideration by SCAG of how the 3.5% vacancy rate policy is applied in the calculation of total future housing need, and staff was directed to offer testimony to that effect.

At this time, despite continuing discussion with SCAG staff, no agreement has been reached on which methodology is appropriate, or even on the magnitude of the difference between the various approaches within individual jurisdictions and the county as a whole. Staff will update the committee on events since the January 10, 2007 Board meeting.

Financial Impact: This item is consistent with the approved Fiscal Year 2006-2007 SANBAG Budget.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on January 17, 2007.

Responsible Staff: Ty Schuiling, Director of Planning and Programming

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Approved
Plans and Programs Policy Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Agenda Item 22: RHNA Discussion

Summary

Motion: Request reconsideration by SCAG of how the 3.5% vacancy rate policy is applied in the calculation of total future housing need.

Motion approved unanimously.

In addition, the Board directed staff as follows:

“Offer the testimony at the hearing process. Indicate that for all the desire to have the math be comfortable, that we really want livable communities, not just math that is easy. It is important that we do those things that help build the best communities [of which] we are capable with the resources we have.”

Complete Transcript

Mr. Schuiling: There has been significant change since this item was drafted. When this item was drafted the key issue seemed to be how to find homes for about 50,000 additional dwelling units throughout San Bernardino County by 2035 with less significant issues appearing in 2014, timeframe for which the Regional Housing Needs Assessment provides each jurisdiction with a housing need target. Since that time, however, there has been some confusion and perhaps missteps, perhaps on our part, perhaps on others. But in any case what has happened is that a 3.5% vacancy rate policy enacted by SCAG has encountered some ambiguity as to how it gets applied.

One way to apply it and the way that apparently the SCAG Committees approved its application would be to apply 3.5% vacancy only to the increment of growth between now and 2014. The alternative would be to apply it to the entire housing stock. We in San Bernardino County have a vacancy rate currently within our entire housing stock that is substantially above 3.5%. Using 3.5% vacancy as applied to the entire housing stock means that substantial numbers of existing vacant units can count towards the housing need allocation in the regional housing needs assessment. Application of the 3.5% vacancy rate adjustment only to the growth increment means that even in cases of cities that currently have double digit vacancy rates and literally thousands of units standing vacant, none of that counts. And they nevertheless get allocated substantially more housing needs commensurate with their household growth. We workshopped this issue with our local jurisdiction staff on Monday based on an understanding that emerged from SCAG meetings the previous Thursday, almost a week ago, that the 3.5% vacancy rate should be applied to the entire housing stock. Our local jurisdiction staff were quite comfortable with the numbers. There were a few minor glitches that would require revision but nothing significant.

We have been advised by SCAG staff who are in attendance today, including Hasan Ikhtrata who is Director of Planning and Policy for SCAG, that this represented a misinterpretation, in fact the SCAG policy committee that enacted this vacancy rate adjustment took action only to support the vacancy rate adjustment as it applies to the growth increment. The difference within San Bernardino County would be then a need to allocate about 6,000 more dwelling units to the jurisdictions of San Bernardino County by 2014. Really the more significant issue is how it applies to jurisdictions that have very high vacancy rates already. The City of San Bernardino,

for example, in the 2000 census had a vacancy rate over 11% which means that more than 5,000 units citywide were standing vacant. By the current interpretation of the action taken by the policy committees at SCAG, none of those units count toward meeting the city of San Bernardino's housing needs. If the vacancy rate adjustment were applied differently, then San Bernardino could count those vacant units as credits toward meeting its housing need requirements.

Mr. Christman: Ty, could you say that again because it didn't make sense?

Mr. McCallon: Mr. Chair, before he answers that, I would like to say that I was on the sub-committee that came up with the recommendation and I'm also on the policy committee that approved the recommendation at SCAG. My interpretation of what we approved was on the total; however, SCAG staff tells me that the minutes reflect that it is on the increment. That is not my understanding of the way we voted and the way that we understood the increment was to be applied. I believed everyone agrees that the right thing to do is to apply it to the total. However there is pressure to meet a deadline to get this thing done and some money concerns. I will continue to push at the SCAG level to do it right even if we have to not meet the deadline, but there is going to be enormous pressure to not do it right just to meet the deadline.

Mr. Rothschild: That comment is very relevant because most of us know that a lot of people live in one community and work in another. The total ought to be the number. It is a big number. It is an important policy decision.

Mr. Schuiling: Mr. Christman, let me see if I can explain. The City of San Bernardino, based on census records, has a vacancy rate in the neighborhood of 11%. That means that they have a housing stock that includes more than 5,000 units that are currently unoccupied. The RHNA will be based on a growth forecast that shows a growth in households (occupied housing units) within the City of San Bernardino between now and 2014 that is in the neighborhood of 6,000. If one applies the 3.5% vacancy rate requirement to the entire housing stock, that basically says that the currently unoccupied units, the 5,000 plus, can contribute to the city's meeting its requirement to provide housing units for the 6,000 additional households. If the 3.5 % vacancy rate requirement is applied only to the growth increment then it is basically saying that the city has to plan to provide enough housing units not only for the 6,000 additional households but also for 3.5% beyond that to maintain a 3.5% additional vacancy rate. This disparity is in terms of this one city, and not all cities are likely to experience this. In fact it will work the other way in Orange County. Orange County has extremely low vacancy rates and maintenance of a 3.5% vacancy rate for their entire housing stock would impose a requirement to provide more units on many [Orange] County jurisdictions.

Mr. Morris: It is a dilemma of most of our older cities. This is a housing stock that has aged. Those are our challenges that we face as a city is to rehab and fill those aging structures. But to require additional building when we have such a vast stock of unused but available housing is just nonsense.

Mr. Schuiling: This is the status in which we find ourselves. Each of your local governments has in its hands now a set of numbers that reflects application of a 3.5% vacancy rate adjustment to the entire housing stock as we thought made technical sense, and which I'm hearing you believe makes sense as well. However, that is not consistent with the set of numbers that SCAG has produced and is moving forward with. Next steps include a public hearing tomorrow. That is why [this issue] is very time sensitive. SCAG is trying very hard to complete a two year process within a year; in fact we are in the last six months in terms of the deadline for

completion of the regional housing needs assessment (which is June 30, 2007). That concludes my report.

Mr. Morris: I would like very much to hear, since we have a SCAG representative here, what the rationale is for this type of calculation. It makes no sense to me but perhaps there is a bureaucratic explanation for this.

Mr. Ikhata: I don't disagree with any of you in terms of applying the 3.5 % to the total. This is an equity issue between counties. Those counties that have a very low vacancy rate should do more. Those counties that have a high vacancy rate should do less. The 3.5% is a new thing; it wasn't even in existence. We would have applied a lower vacancy rate if the subcommittee didn't say [could not be heard]. One of the reasons that the staff recommended to the subcommittee, and I understand there is confusion what the sub-committee approved of 3.5%. The total regional need went down by 60,000. Instead give us a regional number. That number by applying a 3.5% to the increment went down 60,000. If we apply it to the total, our total regional need would have been 60,000 thousand more. So that is one logic, now the question is does that get the equity issue between the counties sorted out. The answer is no. If I knew this, if I was smart enough to know this or, and Ty is smart enough but we didn't know this two months ago. I would have gone to the sub-committee and said it makes sense to [add] to the Total even if the region as a whole would have to do more.

Mr. Morris: My question, Mr. Chair, of the SCAG Staff is we have our representative who believes he voted for a particular strategy based upon the common sense of what we are hearing now. And staff gives it a different twist and you are going to forge ahead with a different idea because staff did not agree with the way the committee acted. Couldn't they clarify that, go back to the committee and figure out what they intended?

Mr. Ikhata: One of the things I will have to say, staff did not intentionally forge anything. [We] did not go back and say let us fool the sub-committee to a different [action]. Again the logic was to reduce the total regional number by 60,000. The problem with going back [is] we are implementing a state law. The state law clearly says we have to do these following steps which we have done. We have done fourteen workshops, done thepublic hearings, we are doing a second tomorrow. If we were to go back to the sub-committee, and I'm sure the sub-committee would approve it, we would have to start the process again with no money and we would miss the deadline. That is the reason why it is not just as simple as going back and changing a policy. It is easy to change and it should be changed and it should be changed for the future. But, right now where we are in the process does not allow us. We would need more money and more time which we don't have.

Mr. Hansberger: What is the effect of missing the deadline?

Mr. Ikhata: All cities in our region that would need their housing elements to be approved would not be able to have it approved unless you have an approved Regional Housing Needs Assessment. So the risk for about 130 cities is huge. Therefore we want to meet the deadline.

Mr. Morris: What is the cost to SCAG of going out and redoing the public process?

Mr. Ikhata: About \$500,000 to \$1 million, which is a general fund [expenditure]. Federal Planning funds cannot be used for this. It is the membership fees.

Mr. Hansberger: But if this is not the conclusion which is agreed upon, how sensible is it to meet a budget and a deadline with an answer that is inappropriate?

Mr. Ikhata: Say that again.

Mr. Hansberger: If this is not the conclusion that has been agreed upon, how sensible is it then to force ourselves to a solution or conclusion which meets a deadline and budget but gives us the wrong answer?

Mr. Ikhata: I will just put in front of you that understanding that some cities will be impacted more than San Bernardino. The total impact for the county of San Bernardino is eight year period is about 8,000 housing units. I don't think it is significant from a county standpoint. I do think it is significant for some cities that have high vacancy rate. Any city can appeal. I can tell you based on the decision of the policy committee, that appeal will be deny because it is not consistent.

Mr. Morris: This whole thing is so illogical. We drive ahead with a recommendation that we know is not right and was not the recommendation of the sub-committee that authored it, but because of some artificial timeline we figure we got to do this and so we forge ahead. That makes no sense at all.

Mr. Ikhata: This RHNA makes no sense at all and SCAG is not the only who is doing it. It is the state law.

Mr. Morris: We have an obligation to our public to make sense of it. As policy makers that is our obligation, is to drive ahead with good policy.

Mr. Hansberger: Mr. McCallon, do we have any reasonable opportunity to go back to the committee with these? How do we address this further? You were there, you participated, I did not. I'm not sure you have the answer at this moment. Every time we go through this it seems it is a process that is manipulated both bureaucratically and politically to try to come up with answer that make no [sense] in the market place.

Mr. McCallon: First of all I would like to say that Hasan is an honorable man and one of the better staff at SCAG and I appreciate the work that he is doing. He is following direction, obviously. The problem is that the sub-committee had representatives from each county. We had six representatives, one from each county and one alternate. I was the alternative and Tim Jasper was the regular. That sub-committee made recommendations which went to the policy committee which is a broader cross-section which includes Kelly [Chastain of Colton] and Deborah Robertson from Rialto. They then forwarded it to the Regional Council and the Regional Council rubber stamped what the committee did. We would have to have the sub-committee and the policy committee say we made a mistake or there is a wrong interpretation and get it turned around. I don't know if there is a political will to do that or not. I would certainly try to do something

Mr. Hansberger: Ty, if you could speak to that, what would be the affect of such an action?

Mr. Schuiling: I think an action of that kind - a request from SANBAG to SCAG for reconsideration - would be significant on your part. I can't imagine that SCAG would casually ignore such a request. That doesn't mean that it guarantees any particular outcome in our favor but should you wish to do it, I think that would be appropriate.

Mr. Morris: MOVED

Mr. McCallon: SECOND

Mr. Basle: I have one question. Was the sub-committee meeting recorded?

Mr. McCallon: Hasan said the recording shows that it was on the increment.

Mr. Basle: I think part of the request should be that we have someone, Mr. McCallon or Ty actually listen to the recording also, first of all to determine whether that was the case or not and then perhaps move on with the reconsideration. But I think we would like to at least hear that for ourselves to see whether that was the motion that was adopted there.

Mr. McCallon: I don't think staff is trying to change the committee's decision. I think they honestly believe that the record shows that the increment is what was voted on. But that is not what the sub-committee recommended.

Mr. Schuiling: I personally have no doubt that if Hasan tells me that, that is what the recording shows that it in fact does. I have work with Hasan a long time and he is entirely honorable.

Ms. Gilbreath: If they are having a public hearing tomorrow how much affect would it have if a representation from this board actually went and provided input to that public hearing process, or do you feel it is just not appropriate at this time; that we need to go back to committee?

Mr. Schuiling: I believe there would be considerable value to making statements on record to the effect that SANBAG questions the viability of this particular policy. Also I am advised that those of your staff representatives who wish to participate in that but do not wish to go all the way to Los Angeles to do so have video conferencing opportunity at SCAG's Riverside office.

Mr. Hansberger: Is that sufficient for direction at this point?

Mr. Morris: I think there is a motion and a second for reconsideration. What affect that will have I don't know at this moment in time, but I think the board should go on record protesting this kind of decision making process. Listening to the voice of Larry McCallon, that is not what was intended, and if that is not what was intended to try drive forward with a set of recommendations that is simply bad policy.

Mr. Hansberger: One of the concerns that I have, if you assume even a 3.5 % vacancy rate generally, and you try to hold that fast across the region, what you are really saying then is the less expensive areas are constantly going to be under pressure to provide lower cost housing to meet the needs of the more expensive areas in which the price has risen to the point that it is just literally forcing people to move away from those areas where the jobs are and to have to commute. It just seems to me to be an insane policy. We either have to have a policy that moves the jobs or we have to keep the people near the jobs. This just seems to be a policy that works in every way against decent and sensible land use planning.

Mr. Ikhata: Gentlemen, you are right on the money. The sub-committee did address that in a policy to move those high cost areas to provide more affordable housing. It is an equity issue.

Mr. Hansberger: I think we need to offer testimony at the hearing process. I think we simply have to indicate that for all the desire to have the math be comfortable, that we really want

livable communities, not just math that is easy. It is important that we do those things that help build the best communities [of which] we are capable with the resources we have. I think we have adequate direction. There is motion and a second.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 7

Date: January 17, 2007

Subject: 2006 State Transportation Improvement Program (STIP) Augmentation

Recommendation:* Provide comment on 2006 STIP Augmentation.

Background: Proposition 1B, the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, was approved by voters on November 7, 2006. This Act authorizes \$2 billion in general obligation bond proceeds to be available for projects in the STIP. These funds will be deposited in the newly created Transportation Facilities Account (TFA) and will be available for the STIP when appropriated by the Legislature. Because of funding constraints in the 2006 STIP, many projects statewide were either removed from the STIP or delayed to later years when funds would be available. In San Bernardino County, Segment 5 of the I-215 North project through San Bernardino was deprogrammed by the California Transportation Commission (CTC) in approval of the 2006 STIP. Rather than wait for the 2008 STIP, the CTC has initiated a special STIP development cycle to augment the 2006 STIP. This will allow not only those projects that were either deprogrammed or delayed in the past to move forward but will also give an opportunity to add new projects to the STIP.

The SANBAG Board of Directors acted in January 2007 to receive the schedule for development of the 2006 STIP Augmentation, including Board approval of the 2006 STIP Augmentation submittal to the CTC in March 2007. The CTC adopted the fund estimate (FE) for the 2006 STIP Augmentation at its meeting on December 13, 2006. The FE identifies \$2.1 billion of additional programming

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Approved
Plans and Programs Policy Committee

Date: _____

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In Favor:

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capacity available statewide in this augmentation. Of this, \$638 million is from the Public Transportation Account (PTA), which is a trust fund for transportation planning and mass transportation purposes, leaving \$1.4 billion available statewide for highway and road projects. Because these proceeds are from bond proceeds, all of the new funds will be state-only funds.

2006 STIP Augmentation Overview

Figure 1 provides an overview of the 2006 STIP and 2006 STIP Augmentation revenue and programming. Table 1 documents current STIP commitments by the SANBAG Board and the current availability of STIP funds. Table 2 provides a listing of cost increases to currently programmed projects in comparison with available revenues from the STIP and other sources. The tables are discussed individually in more detail below.

1. Figure 1 shows the current programming for San Bernardino County totaling about \$453 million in the 2006 STIP. San Bernardino County receives 4.69% of the statewide total of new programming capacity, or \$97.3 million. Because \$64 million was left unprogrammed during the 2006 STIP cycle, the FE shows a net share of \$161.4 million for San Bernardino County. Of this, \$29.9 million may only be available for PTA-eligible projects. Unlike STIP cycles in the recent past, this augmentation does not prescribe annual programming targets, therefore projects may be programmed in the year they are expected to be delivered. As stated previously, the availability of bond proceeds will be subject to annual appropriations by the Legislature, however the CTC expects the Legislature will consider the annual programming in making those appropriations.
2. Table 1 shows SANBAG's programmed commitments through the 2006 STIP. As shown, the unprogrammed share balance from the 2006 STIP was \$64,107,000. During approval of the 2006 STIP, the CTC deprogrammed \$56,500,000 for Segment 5 of the I-215 North project because of lack of programming capacity. In addition, the SANBAG Board established a set-aside for future Desert Interchanges totaling \$6,385,000. The remaining \$1,222,000 is a result of other programming adjustments for the closing out of Caltrans' support costs on various projects. As shown, the 2006 STIP Augmentation results in a total programming capacity of \$161,448,000.

Note that Table 1 also includes the Transportation Enhancements (TE) programming, which is administered through the STIP. As this is a federal

program, the STIP Augmentation does not provide additional funding for these projects.

3. While this fund estimate provides additional programming capacity, new capacity for non-PTA eligible projects (highway projects) could be limited to \$131M, depending on statewide programming, and most of the currently programmed projects have either experienced cost increases or were partially programmed during approval of the 2006 STIP because of limited programming capacity. Fortunately, the CTC has not established annual programming targets as they have in the recent past; therefore, projects can be programmed based on schedule rather than on annual funding availability.

Table 3 shows the unfunded need for currently programmed STIP projects that have either experienced cost increases or have portions of the project unprogrammed, such as Segment 5 of the I-215 North project. The total unfunded need is \$232.3M. Caltrans has indicated that they intend to request of total of \$39M in Interregional Improvement Program (IIP) funds from the 2006 STIP Augmentation for the I-15 Phase 2 and SR-138 projects. In addition, SANBAG and Caltrans have jointly requested \$109M through the Corridor Mobility Improvement Account (CMIA) nomination process. If these requests are successful, \$84M in STIP Augmentation funds will be required to fund cost increases on I-215 North, leaving from \$47M to \$77M available for other projects not currently programmed in the STIP.

Adoption Schedule

The Regional Transportation Improvement Program (TIP) is to be submitted to the CTC by April 2, 2007, and final CTC adoption of the 2006 STIP Augmentation is scheduled for June 7, 2007. In addition, the CTC plans to adopt the program of projects for the CMIA on February 28, 2007. The results of that decision obviously effect the programming decisions for the STIP Augmentation.

Staff is beginning development of programming and scheduling priorities for the 2006 STIP Augmentation; however because of the CMIA schedule, it will not be possible to present the final 2006 STIP recommendations until the SANBAG Board meeting in March 2007. It will also be necessary for the Board to act on the final 2006 STIP recommendations at that time because of the CTC submittal schedule.

Financial Impact: This item has no impact on the approved SANBAG Fiscal Year 2006-2007 Budget.

Reviewed By: This item will be reviewed by the Plans and Program Policy Committee on January 17, 2007 and the Mountain/Desert Committee on January 19, 2007.

Responsible Staff: Ty Schuiling, Director of Planning and Programming
Andrea Zureick, Senior Transportation Analyst

FIGURE 1: 2006 STIP PROGRAMMING
(\$ in thousands)

2006 STIP	
Total Revenue Available through 2006 STIP	517,148
Less Total RIP Programmed	<u>453,041</u>
Total Available for Programming	64,107

2006 STIP Augmentation	
2006 STIP Augmentation Apportionment	97,341

Grand Total Available for Programming 161,448

At least \$131,542 of this is available for programming on highway and road projects. Depending on the programming statewide, up to \$29,906 may be available only for programming on mass transportation projects.

TABLE 1: RECAP OF 2006 - 2011 STIP
(\$ in thousands)

	REVENUE AVAILABLE THROUGH 2006 STIP CYCLE	Regional Improvement Program	Transportation Enhancements	AB2928	South Coast CMAQ (HOV)	STP	Measure I Maj. Proj.	DEMO	ITIP	Other	Project Total
1	Revenue Available through 2004 STIP Cycle	\$628,477	\$19,063								\$647,540
2	2006 STIP Regional Improvement Program/Transportation Enhancements	\$88,986	\$5,423								\$94,409
3	Less Lapsed Funds/Allocated Funds through June 2006	(\$1,300)	(\$7,342)								(\$8,642)
4	2006 STIP Regional Improvement Program/Transportation Enhancements	\$628,477	\$19,063								\$647,540
5	2006 STIP Regional Improvement Program/Transportation Enhancements	\$628,477	\$19,063								\$647,540
6	2006 STIP Regional Improvement Program/Transportation Enhancements	\$628,477	\$19,063								\$647,540
7	2006 STIP Regional Improvement Program/Transportation Enhancements	\$628,477	\$19,063								\$647,540
8	2006 STIP Regional Improvement Program/Transportation Enhancements	\$628,477	\$19,063								\$647,540
9	2006 STIP Regional Improvement Program/Transportation Enhancements	\$628,477	\$19,063								\$647,540
10	2006 STIP Regional Improvement Program/Transportation Enhancements	\$628,477	\$19,063								\$647,540
11	2006 STIP Regional Improvement Program/Transportation Enhancements	\$628,477	\$19,063								\$647,540
12	2006 STIP Regional Improvement Program/Transportation Enhancements	\$628,477	\$19,063								\$647,540
13	2006 STIP Regional Improvement Program/Transportation Enhancements	\$628,477	\$19,063								\$647,540
14	2006 STIP Regional Improvement Program/Transportation Enhancements	\$628,477	\$19,063								\$647,540
15	2006 STIP Regional Improvement Program/Transportation Enhancements	\$628,477	\$19,063								\$647,540
16	2006 STIP Regional Improvement Program/Transportation Enhancements	\$628,477	\$19,063								\$647,540
17	2006 STIP Regional Improvement Program/Transportation Enhancements	\$628,477	\$19,063								\$647,540
18	2006 STIP Regional Improvement Program/Transportation Enhancements	\$628,477	\$19,063								\$647,540
19	2006 STIP Regional Improvement Program/Transportation Enhancements	\$628,477	\$19,063								\$647,540
20	2006 STIP Regional Improvement Program/Transportation Enhancements	\$628,477	\$19,063								\$647,540
21	2006 STIP Regional Improvement Program/Transportation Enhancements	\$628,477	\$19,063								\$647,540
22	2006 STIP Regional Improvement Program/Transportation Enhancements	\$628,477	\$19,063								\$647,540

NOTES (by line number):

9 Programming for FY 06/07 and FY 07/08 represents 1 percent set-aside for planning, programming, and monitoring activities out of the statutorily authorized 5 percent of the total RIP funds available. Programming for FY 08/09 - FY10/11 represents 1.1 percent set-aside.

10 An AB 3090 reimbursement was approved by the CTC in April 2004 so that costs incurred in FY 03/04 for PPM activities can be reimbursed by the STIP in FY 07/08.

13 See item 22 below. "Other" represents deprogrammed funds for Segment 5.

19 Project was granted a one year allocation deadline extension to June 30, 2007. If funds are not allocated before that date, they will be lost from the County Share.

22 During approval of the 2006 STIP, the CTC deprogrammed \$56,500,000 for Segment 5 because of lack of programming capacity. In addition, the SANBAG Board established a set-aside for future Desert Interchanges totaling \$6,385,000. The remaining \$1,222,000 is a result of other programming adjustments.

TABLE 2: CURRENT PROGRAMMING UNFUNDED NEED
(\$ in thousands)

1	2006 STIP Period - Programmed Project Cost Increases	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	Total
2	SR-210 (30) Corridor (Segment 11/I-215 Const):		\$25,000				\$25,000
3	I-215 North Corridor:	\$33,311	\$716	\$25,171		\$62,573	\$121,771
4	I-15 Northbound Widening Phase 2:	\$6,762			\$50,226		\$56,988
5	SR-138 Widening from I-15 to County Line (ROW and Const):	\$563		\$432		\$27,500	\$28,495
6	Total Cost Increases	\$40,636	\$25,716	\$25,603	\$50,226	\$90,073	\$232,254
7							
8							
9	2006 STIP Period - Proposed Non-STIP Fund Sources	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	Total
10	ITIP:	\$7,325		\$432	\$3,794	\$27,500	\$39,051
11	CMAA:				\$46,432	\$62,573	\$109,005
12	Total Non-STIP Fund Sources	\$7,325	\$0	\$432	\$50,226	\$90,073	\$148,056
13							
14	2006 STIP Augmentation Required	\$33,311	\$25,716	\$25,171	\$0	\$0	\$84,198

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 8

Date: January 17, 2007

Subject: Meeting Schedule for the Plans and Programs Policy Committee (PPC)

Recommendation:* Discuss and provide direction on PPC schedule options.

Background: This item is agendized at the request of Councilman and Committee Member Larry McCallon. The current membership of the Plans and Programs Policy Committee includes several individuals who also sit on the county's Local Agency Formation Commission (LAFCO). SANBAG staff has been informed that the LAFCO meetings begin prior to the PPC and often cannot be completed by the time of the PPC meeting. This necessitates adjourning and then reconvening of the LAFCO meeting and extra transit between meeting sites.

The current meeting schedule was developed about ten years ago. Formal review was initiated about six years ago and was completed in 2003 with no recommended change to any meeting schedules. Reconsideration of the Commuter Rail schedule occurred in 2005, and that effort led to a rescheduling of Commuter Rail Committee meetings.

The current schedule of SANBAG meetings is as follows:

Board of Directors: 1st Wednesday, 9:30 am

Administrative Committee: 2nd Wednesday, 9:00 am

Major Projects: 2nd Thursday following Board, 9:00 am

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Approved
Plans and Programs Policy Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

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Plans and Programs Agenda Item

January 17, 2007

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Plans and Programs: 3rd Wednesday, 12:00 pm

Commuter Rail: 3rd Thursday every other month, 12:00 pm

Mountain/Desert: 3rd Friday, 9:00 am

Financial Impact: This item has no impact on the approved Fiscal Year 2006-2007 SANBAG Budget.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on January 17, 2007.

Responsible Staff: Ty Schuiling, Director of Planning and Programming

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 9

Date: January 17, 2007

Subject: FY08 Federal Appropriations Process and Project Nominations

Recommendation:* Approve of a strategy and solicit projects for FY08 Federal Appropriations Process.

Background: San Bernardino Associated Governments (SANBAG) is guided by its board approved legislative platform to seek legislative remedies for transportation policy and funding of transportation infrastructure projects. Additionally, in terms of securing federal funds for major projects within San Bernardino County, SANBAG adopts a list of projects seeking money through the annual appropriations process. In the past, SANBAG's strategy entailed a geographic approach concentrated on interchanges and highways, grade separations and transit projects in accordance to congestion relief needs. The result of this strategy provided small amounts of federal funds for a number of projects.

The passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a multi-year authorization measure, modified the climate for securing federal funds for major transportation projects. Due to the number of earmarks authorized by SAFETEA-LU, the appropriations process for additional earmarks is much more competitive now and there is a clear

*Approved
Plans and Programs Committee*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

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push to promote completion of a transportation system rather than individual projects. Bearing in mind this shift, SANBAG might be in a better position to compete for limited federal funds by targeting large regional projects requiring a larger share of federal funding, which rallies the support of the entire Congressional Delegation representing San Bernardino County.

The following items are intended to promote discussion on SANBAG's future strategy for new legislative initiatives.

Policy Considerations and Alternatives:

- 1) Seek Funding for All Projects. As in the past, SANBAG may adopt a strategy to continue its current strategy for acquiring federal funds for all major transportation projects within San Bernardino County. The benefit to this approach is that every Board member can report to their respective jurisdictions that federal funds are being sought on such projects. The pitfalls of this strategy includes the amount of time it takes build up enough funding to complete a given project, the process to receive funding is fragmented, and allowable timeframes to utilize such funding may not coincide with the project delivery schedule.
 - Last year, newspaper articles cited that the House Appropriations Committee required representatives to better prioritize funding requests. In the coming year, it will be especially important for SANBAG to clearly communicate funding needs that benefit the regional as a whole.
- 2) Seek Funding for Single Large Corridor Project. With a focus on a single, large-scale project of regional importance, SANBAG's federal funding request strategy might concentrate on a major projects along a mainline corridor. The single, large-scale corridor project may change from year to year and aim to complete corridors to alleviate congestion and/or promote goods movement. While this strategy will only seek funds for a single, large-scale corridor project for a given fiscal year, federal funds received might significantly reduce the need to utilize measure funds on a given project and thus measure funds can be used to complete other critical projects within San Bernardino County. Foreseeable benefits to implementing this strategy includes securing a larger share of federal

funds a major projects and providing an opportunity to leverage state, federal and local funds to the highest degree possible. On the flip side, this approach would require SANBAG to be more competitive.

- To successfully implement this strategy, SANBAG will need to assess the amount of effort, commitment and resources this new strategy will require. Additionally, SANBAG will need to reach outside of the agency in a more aggressive manner to gain the support of the business community and other community stakeholders. Currently, SANBAG has one staff person focused on both the state and federal legislative strategy. Having adequate resources to assist board members effectively communicate this strategy and gain the support of Congress and the business community will be a key element to implementing this approach.

Financial Impact: The recommended action is consistent with the SANBAG 2006-2007 Fiscal Year Budget.

Reviewed By: This item is scheduled for review by the Administrative Committee on January 17, 2007, by the Plans and Programs Committee on January 17, 2007 and by the Mountain/Desert Committee on January 19, 2007.

Responsible Staff: Jennifer Franco, Director of Intergovernmental and Legislative Affairs

**SANBAG PROJECT LIST SUMMARY
FY2007 APPROPRIATIONS – MASTER LIST**

Congressional District	Project	Amount Requested
Lewis	Needles Highway	\$10 million
Lewis	MBTA Intercity Transfer Center	\$1.5 million
Lewis/McKeon	HDC Development and Interchange	\$5 million
Lewis/McKeon	La Mesa Nisqualli/Interstate 15 Interchange	\$5 million
Lewis/McKeon	Eucalyptus/Interstate 15 Interchange	\$2 million
McKeon	Lenwood Avenue/Cajon Branch Line Improvements to a Grade Crossing	\$3 million
McKeon	Victor Valley Transit Facility	\$5 million
Dreier	San Bernardino Line Double Track	\$2 million
Dreier	Base Line/I-15 Interchange	\$1.5 million
Dreier	Omnitrans Mid-Valley Transit Facility – Paratransit Phase	\$9 million
Dreier	SCRRA/Metrolink Sealed Corridor	\$5 million
Baca	Cherry Avenue/Interstate 10 Freeway Interchange	\$3 million
Baca	Vineyard Avenue/Alhambra Branch Line Grade Separation	\$3 million
Baca	San Bernardino Intermodal Transit Center	\$4 million
Baca	Palm Ave./BNSF Railroad Grade Separation	\$5 million

Total Funding Request: \$64 million

Highway/Road Projects: 6

Alameda Corridor East Projects: 3

Rail Safety: 1

Transit Projects: 5

**SANBAG PROJECT LIST BY CONGRESSIONAL DISTRICT
FY2007 APPROPRIATIONS**

Needles Highway

\$10 million – Federal Lands Program (Lewis)

Needles Highway is primarily a two-lane rural highway that runs north and south between the City of Needles and Laughlin, Nevada. Improvements to the highway are necessary for improved motorist safety, to reduce road flooding and wash-outs. The state of Nevada is contributing to this project and SANBAG has allocated \$3 million of Surface Transportation Program formula funds to the project. The project is included in the SANBAG Comprehensive Transportation Plan. The project cost is estimated at \$30.5 million.

High Desert Corridor (HDC) Development and Interchange Improvements (Phase I)

\$5 million (Lewis/McKeon)

The Antelope and Victor Valleys continue to experience explosive population growth, deficient highway infrastructure, and impacts from truck related goods movement that bypass the Los Angeles areas more congested freeways. To address these concerns and to serve as a linkage between the valley's two regional airports, a High Desert Corridor running from Palmdale (Los Angeles County) to U.S. 395 (San Bernardino County) is in its planning and development phase along various segments.

HDC Interchange improvements are the first phase of a new highway linking the Victor Valley in San Bernardino County, California, with the Antelope Valley in Los Angeles County, California. This first phase will provide new freeway access from the I-15 freeway to U.S. 395 and will provide new highway access to Southern California Logistics Airport (formerly George Air Force Base). The airport is a 5,000-acre facility which is currently operational and can handle cargo 24 hours a day, 365 days a year, with business units that include aircraft maintenance, manufacturing and distribution, flight training, defense programs, and flight testing. This project will enhance plans to expand the multi-modal capability for goods movement, with the added benefit of ultimately creating 10,000 jobs. SANBAG requests \$3 million for costs associated with planning and design implementation for Phase I.

Additionally, with the passage of SAFETEA-LU, the HDC corridor was designated as E-220 with no funding component. SANBAG requests \$2 million for costs associated with project development including, project approvals and environmental document preparation for the segment connecting Victor Valley and Antelope Valley.

La Mesa/Nisqualli/Interstate 15 Interchange

\$5 million (Lewis/McKeon)

This project connects La Mesa Road and Nisqualli Road by constructing an over-crossing and interchange connection to Interstate 15 at what has become the urban/commercial core of the Victor Valley and provide an improved east-west corridor from the Town of Apple Valley. The interchange will serve as a conduit across the freeway and help disperse traffic from existing interchanges at Bear Valley Road and Palmdale Road that were not constructed to accommodate the massive population growth and commercial development that has occurred in the Victor Valley in past decade.

Eucalyptus/Interstate 15 Interchange

\$2 Million (Lewis/McKeon)

This project provides an important interchange with Interstate 15. Currently, the interchanges at Main Street and Bear Valley Road, separated by four miles, are the only interchanges that serve the City of Hesperia. The lack of access for this rapidly growing area causes massive congestion not only on Main Street and Bear Valley Road, but traffic also backs up on Interstate 15 while trying to exit the freeway, creating unsafe driving conditions on the freeway.

MBTA Intercity Transfer Center

\$1.5 million (Lewis)

The Morongo Basin Transit Authority (MBTA) proposes the future Town of Yucca Valley Intercity Transfer Center. This Transfer Center will be a safe and convenient place, featuring modern transit amenities such as shelters, informational kiosks, bike racks, and ADA accessibility, allowing our customers to easily and safely change buses with not only our agency, but with other connecting transportation providers. The facility will be a tremendous improvement over the current situation where customers transfer buses in an open, congested parking lot at the fringe of a shopping center.

San Bernardino Line Double Track

\$2 million (Dreier)

As a member of the Southern California Regional Rail Authority, the agency operating the Metrolink commuter rail service, SANBAG shares a request with Metrolink for \$2 million to fund the *design* costs to “double-track” the Metrolink rail line between *Pomona and San Dimas*.

Base Line/I-15 Interchange

\$1.5 million (Dreier)

The Base Line/I-15 interchange is located just North of I-15/Foothill Blvd. interchange – the most congested segment of I-15 between I-10 and Las Vegas. Current planned improvements include two (2) new bridge structures for the southbound on/off ramps and constructing a loop ramp for westbound Base Line Road to southbound I-15. The project includes the replacement of the existing East Avenue overhead structure located north of the interchange widening Base Line Road to provide (2) two left turn lanes for eastbound Base Line to the northbound I-15. The total estimated project cost is \$29.5 million, which includes \$18.9 million in project costs without right-of-way acquisition.

Omnitrans Mid-Valley Transit Facility – Paratransit Phase

\$9 million (Dreier)

Omnitrans is requesting funding for the Paratransit Phase of the Mid-Valley Operating and Maintenance Facility. Omnitrans currently operates its West Valley Paratransit Operation out of a leased facility in Rancho Cucamonga. This leased facility is inadequate as the paratransit vehicles are unable to refill at this site and at capacity can only house 60 vehicles. Refilling off-site takes time away from serving our patrons and with minimum capacity leaves no room for any expansion service.

The new site, also located in Rancho Cucamonga on property already owned, will accommodate 100 paratransit vehicles, paint & body, parts storage, fuel islands, bus wash building, and over 400,00 sq. ft of vehicle parking for paratransit and fixed route vehicles. It is anticipated that this facility will meet Omnitrans needs for the next 30 years.

SCRRA/Metrolink Sealed Corridor

\$5 million (Dreier)

Although SCRRA/Metrolink and its member agencies have continuously implemented grade crossing improvements, crossing closures and aggressive education programs since 1991, there has never been sufficient funding for a coordinated corridor-wide approach. A “sealed corridor” approach takes an entire corridor segment and treats it as one project.

A sealed corridor is more effective than applying enhancements on a crossing-by-crossing basis and builds on the original concept developed by the North Carolina Department of Transportation for their rail corridor between Raleigh and Charlotte in 1994. SCRRA/Metrolink is requesting funding for a sealed corridor on the full length of San Bernardino Line, which runs 56.5 miles. The total cost of the project is \$28.25 million.

Cherry Avenue/Interstate 10 Freeway Interchange

\$3 million (Baca)

This request is for federal funds in the amount of \$3 million to partially fund construction costs to replace the Cherry Avenue/Interstate 10 interchange. This interchange currently has the single greatest amount of vehicular delay of any interchange within the 43rd Congressional District and is the primary interchange from the I-10 serving heavy industrial areas of Fontana, Ontario, San Bernardino County, several high volume truck stops and the California Speedway.

Vineyard Avenue/Alhambra Branch Line Grade Separation

\$3 million (Baca)

This request is for federal funds for a rail line/highway grade separation project. The project includes the design, engineering, and environmental document preparation for an Alameda Corridor East rail line/highway grade separation on the Alhambra Branch Line at Vineyard Avenue in the City of Ontario.

San Bernardino Intermodal Transit Center

\$4 million (Baca)

Omnitrans is planning a new Intermodal Transit Center (transcenter) at “E” Street and Rialto Avenue in downtown San Bernardino. The proposed transcenter will provide a single transfer point for Omnitrans bus routes serving the downtown area, as well as connections to the proposed Bus Rapid Transit (sbX) system, Metrolink, and other transit agencies serving the downtown area. Once completed, the transcenter will provide a centralized point for riders and operators to congregate. The benefit of this facility is that it will eliminate friction between businesses, passengers, and automobile traffic thereby improving passenger safety and convenience, and create opportunities for transit-oriented businesses at the transcenter.

The current transit mall exists on a four-block strip on and around 4th street in San Bernardino. For almost ten years, Omnitrans has depended on this 4th Street transit mall as a key destination point. However, with an average weekday ridership of 3,840 passengers, the transit mall has become outdated, with numerous conflicts arising between riders, buses and local business. The current transit mall suffers from several problems, such as inconvenient stop locations that force passengers to walk several blocks in order to change buses, narrow sidewalks that may not satisfy ADA requirements and crowded shelters without protection from inclement weather. Idling buses have also caused asphalt damage at stop locations.

Moreover, the current transit mall does not offer direct connection to Metrolink trains. Metrolink had completed constructing the one-mile rail extension, which will enable Metrolink to terminate trains at E Street and Rialto Avenue. Omnitrans has concluded Phase I of a Major Investment Study (MIS) for a Bus Rapid

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Transit Corridor along "E" Street. Once the Bus Rapid Transit system is in place, it will connect with the Metrolink extension near the intersection of Rialto and "E" Streets. The linking of these two transportation systems will increase transit users' mobility throughout the region.

Redeveloping the downtown core remains as one of the priorities for the City of San Bernardino. Several lots in the downtown area remain vacant and have been abandoned or are of little use. Developing this area will further revitalize the downtown core. Relocating and consolidating the transcenter will bring additional opportunities for business expansion into the area.

Palm Ave./BNSF Railroad Grade Separation

\$5 million (Baca)

To continue project development activities including environmental document preparation, engineering and design, and right-of-way acquisition for a railroad/highway grade separation at Palm Ave./BNSF in San Bernardino. This project is part of an ongoing effort to expand the Alameda Corridor East rail facilities and without grade separation improvements San Bernardino City and San Bernardino County residents will continue experience increasing amounts of traffic delay caused by slow moving freight trains. An additional safety element of this project is that without a rail/highway grade separation at this location, fire and public safety personnel from a recently constructed fire station in North San Bernardino will encounter delayed response times to emergencies on the south side of this grade crossing.

Eucalyptus/Interstate 15 Interchange

\$2 Million (Lewis/McKeon)

This project provides an important interchange with Interstate 15. Currently, the interchanges at Main Street and Bear Valley Road, separated by four miles, are the only interchanges that serve the City of Hesperia. The lack of access for this rapidly growing area causes massive congestion not only on Main Street and Bear Valley Road, but traffic also backs up on Interstate 15 while trying to exit the freeway, creating unsafe driving conditions on the freeway.

Lenwood Avenue/Cajon Branch Line Improvements to a Grade Crossing

\$3 million (Baca)

To continue project development activities including environmental document preparation, engineering and design, and right-of-way acquisition for a railroad/highway improvement to a grade crossing at Lenwood Ave./Cajon Branch Line. This project is part of an ongoing effort to expand the Alameda Corridor East rail facilities and without improvements at this grade crossing the City and County residents will continue experience increasing amounts of traffic delay caused by slow moving freight trains.

Victor Valley Transit Facility

\$5 million (Baca)

The Victor Valley Transit Authority completed a Facility Master Plan in October 2004. As a result of that study the Authority has purchased a 15 acre site within the City of Victorville for the construction of a new facility to house administration, maintenance and operations functions. This new facility will replace the existing administration, maintenance and operations facility provided through a lease by the contract operator. The total amount being sought is \$30 million over multiple years, \$5 million of which is requested for FY2007.

The new facility will be designed to accommodate an anticipated fleet of 145 vehicles in 2020. The Authority will be seeking a LEED (Leadership in Energy and Environmental Design) rating of Silver for the new facility design. Requested appropriation amount of \$30 million from FTA 5309 Bus/Bus Facilities.

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SANBAG Acronym List

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AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

SANBAG Acronym List

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MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996